

# BAD CAR SERVICE

## The Chicago Railways Company Is Either Badly Managed or It Is Culpably and Wilfully Inefficient.

Mayor Harrison voiced the sentiment of the people of Chicago on the awful street car service.

In his annual message to the city council the mayor denounced conditions as "uncomfortable, insanitary, and immoral."

He charged that the city's overcrowded cars are "an offense against decency, a danger to health, and an affront to the intelligence of good citizenship."

"This indictment," he said, "lies against both surface and elevated lines. The almost staggering total of the city's share of the net receipts of the surface lines for 1912—\$2,529,033—considered in connection with the conditions which thousands of patrons are daily forced to endure, affords convincing proof that health, comfort, and even decency itself are sacrificed to the insatiable capacity of the cash drawer."

There should be some recognition of the rights of the public, there should be a little common sense, a touch of generosity and a bit of human feeling, if you will, on the part of the corporation managers."

Speaking of home rule in utilities Mayor Harrison said in his message:

"It seems strange that in this day question should be raised in any quarter of the right of this great city to demand the exclusive jurisdiction over its local affairs. The public utilities of Chicago live by virtue of the power given them by the city; from the vigor, the energy, the prosperity, the activity of our people they draw their very life's blood. The city deals fairly with them. If it failed to do so the courts would compel fair treatment."

"We maintain that the citizens of this community who day by day, year in and year out, are brought into intimate contact with local public utility corporations are better able to judge of the needs of the community and what it has within reason the right to expect and require than any outside agency."

The Chicago Railways Company is giving the public the worst possible traction service. City Traction Expert Buckley has made formal complaint of the awful service given the public by this concern.

In his report he summarizes conditions on some of the lines as follows:

**Clark Street Line**—Through route cars only; north and south bound cars crowded far beyond capacity between 10:50 a. m. and 3:02 p. m.

**North Avenue**—10:39 a. m. to 10:50, cars with a capacity to carry forty carrying from forty-three to sixty passengers.

**Madison Street**—Loaded far beyond capacity when many more cars could be run. Ventilation poor; cars well heated.

**Kedzie Avenue**—Through route No. 17, cars operating twelve minutes apart and crowded.

**Halsted Street**—Fifty-eight to ninety passengers 10:30 to 11:54 a. m. Not enough cars at other times.

**Milwaukee Avenue Line**—Overcrowding because not enough cars are run.

**Chicago Avenue Line**—Forty-five to sixty-five passengers clinging to straps or herded on platforms in cars,

beside forty in seats, 9:25 to 11 a. m. and 7:30 to 10:30 p. m.

**Lake Street Line**—Long intervals between cars; eighty-five to 110 passengers crowded into them in middle forenoon, mid-afternoon and evening. Conditions bad at all hours.

**Grand Avenue Line**—Forty passengers seated; forty-five to sixty standing, some holding to straps, 9:30 a. m. to 4:30 p. m.

**Twelfth Street Line**—Long intervals between cars; fifty to sixty passengers standing besides those in seats, at all hours of forenoon, afternoon and evening.

**Evanston Avenue Line**—Schedule disregarded and cars run infrequently; from forty to fifty passengers standing at hours before and after the morning and evening rush.

**Wells-Sheffield Line**—Cars run at infrequent intervals; from forty-five to seventy persons standing at hours between the so-called rush periods.

"My complaints against the companies apply to the service outside of the rush hours," said Expert Buckley. "Everyone knows that the conditions during the rush hours are appalling, but during those hours, the companies are probably running all the cars they can."

"It is a shameful breach of faith with the public, however, when the companies between the rush hours leave cars standing in the barns because they are too mean to hire motormen and conductors to run them, and subject the public to long waits and excessive overcrowding at hours of the day and night when no passenger need be a straphanger, and when all could be accommodated with seats."

Judge John J. Rooney is making an excellent record on the Municipal Court bench. He is an able, fair minded and hard working judge.

Albert J. Hopkins stands high in the estimation of all Illinoisans both as a political leader and as a lawyer.

Daniel L. Cruick has won by his clean and brilliant record as a lawyer the confidence and highest esteem of the people of Chicago.

Forest preserve graft promises to be very good. Speculators are busy buying up everything with a tree on it along the Desplaines and North Branch. They buy cheap and will sell to the city at big profits to themselves.

If the Council abolishes the flat telephone rate for the reason that the telephone trust asks it to abolish it, then the Council should order the company to give a rebate of two cents upon every five-cent call. The telephone trust complains that flat rate phones increase its burden 25 per cent. That users of flat rate phones only pay one and a half cents a call,

while the whole service, medium and flat, costs the company over two cents a call. Very well, let the Aldermen say to the phone crowd: "We have cut off 25 per cent of your burden. This will increase your revenue. Give the people the benefit and let them have a rebate of two cents a every call."

Clayton B. Crafts would grace a seat on the Federal bench.

William Schumacher, Western representative for Rudolph Oelsner, the well known importer of beers, stands in the front ranks of Chicago's leading business men and citizens.

Judge John R. Caverly has by his splendid record done much towards making the Municipal Court the success that it is.

One of the most popular public officials in Cook County is County Commissioner John E. Maloney.

James S. Hopkins stands high in the estimation of Chicagoans both as a lawyer and as a citizen.



ANDREW J. RYAN.  
Highly Respected Member of the Bar.

# MUNICIPAL NEWS

## Some Items of Interest From the Public Offices About Occurrences of the Week.

What the city council did Monday night:

Ordered removal within thirty days of all news and cigar stands, gum vending machines and other obstructions from elevated stations.

Passed ordinance limiting carrying capacity of street, elevated and steam cars to the number of seats in such cars.

Authorized the local transportation committee to invite the representatives of the two surface traction companies to a conference with a view to merging the two companies.

Referred to the local transportation committee resolutions calling for the building of down town subways under the 1907 ordinances.

Authorized the commissioner of public works to advertise for bids for the erection of a garbage reduction plant.

Directed the corporation counsel to begin condemnation proceedings to acquire a site for a contagious disease hospital.

Passed an ordinance prohibiting the playing of musical instruments to attract attention on public streets.

Defeated an amendment to rules providing for afternoon meetings of the council.

Enforcement by the police was begun last Monday of an ordinance passed by the City Council March 24 compelling teamsters to enter east and west alleys from the east and north and south alleys from the north in the loop district. A policeman was stationed at every alley to instruct drivers in the new regulations. It is thought the plan will lessen congestion.

The standing committees as recommended by the nonpartisan organization committee, the first named on each being chairman, and adopted by the council are:

**Finance**—Richert, Harding, Long, Emerson, Lawley, Bellfuss, Sitts, Pitte, Geiger, Krumholz, Lipps, Wilson, Twigg, Kearns, Holding.

**Local transportation**—Block, Mayer, Richert, Carr, Long, McDonald, Clancy, Healy (18th), Captain Lipps, Wilson, Twigg, Bergen, Fisher, Hazen, Toman, Donahoe.

**Gas, oil and electric light**—Sitts, Ryan, Long, Merriam, Block, Vavrick, Bellfuss, Walkowiak, Bowler, Burns, Hey, Haderlein, Twigg, Janovskiy, Kearns, Bradshaw, Healy (35th).

**Harbors, wharves and bridges**—Littler, Kenna, Morris, Nance, Emerson, Kerner, Czekala, Gazzolo, Geiger, Bauler, Hey, Freund, Trebing, McDermott, Swift.

**Local industries**—Fisher, Mayer, Carr, Klaus, Cullerton, Novak, Lawley, Czekala, Sitts, Schaeffer, Krumholz, Pretzel, Wilson, McDermott, Bergen.

**Judiciary, state legislation, elections and rules**—Donahoe, Coughlin, Helwig, Bowersdorf, Kerner, Ahern, Clancy, Uptatel, Walkowiak, Powers, Bauler, Kjellander, Captain, Swift, Holding, Hazen, Held.

**Streets and alleys, taxation and street nomenclature**—Healy (18th), Coughlin, Norris, Cross, Klaus, McDonald, Uptatel, Kunz, Abrahams, Burns, Kjellander, Haderlein, McDermott, Swift, Toman.

**License**—Fitts, Norris, Ryan, Merriam, Cross, Vavrick, Novak, Ahern, Uptatel, Bowler, Hey, Haderlein, Janovskiy, Bradshaw, Held.

**Buildings and city hall**—Clancy, Nash, Carr, Cross, Vanderbilt, Klaus, Bowersdorf, Walkowiak, Powers, Schaeffer, Pretzel, Trebing, Littler, Latchford, Healy (35th).

**Schools, fire, police and civil service**—Ryan, Harding, Mayer, Richert, Martin, Helwig, Block, Vavrick, Bowersdorf, Geiger, Kjellander, Bergen, Bradshaw, Held, Healy (35th).

**Health**—Nance, Nash, Martin, Merriam, Vanderbilt, Cullerton, Ahern, Lawley, Kunz, Gazzolo, Abrahams, Freund, Pretzel, Littler, Latchford.

**Water**—Toman, Kenna, Ryan, Martin, Helwig, Vanderbilt, Kerner, Kunz, Gazzolo, Powers, Abrahams, Schaeffer, Freund, Latchford, Hazen.

**Railway terminals**—Geiger, Kenna, Harding, Richert, Helwig, Bowersdorf, McDonald, Uptatel, Healy (18th), Bowler, Schaeffer, Captain, Littler, Fisher, Donahoe.

The select committees named by Mayor Harrison in accordance with council resolutions were:

**Track elevation**—Janovskiy, chairman; Fisher, Emerson, Kearns, Bauler, Nance, Czekala, Trebing and Nash.

**Compensation**—Harding, chairman; Bellfuss, Lipps, Krumholz, Holding, Pitte.

**Bathing beaches and recreation piers**—Norris, chairman; Bowler, Novak, Cross and Burns.

**Special park commission**—Alderman Bellfuss, chairman; Captain, Coughlin, Cullerton and McDonald, and Oscar F. Mayer, Jens Jensen, Cyril Fiala, Paul Drzymalski, Peter S. Goodman, F. A. Lindstrand, Charles Bock, George Landau, Samuel J. Rosenblatt and the Rev. Julius Rappaport.

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